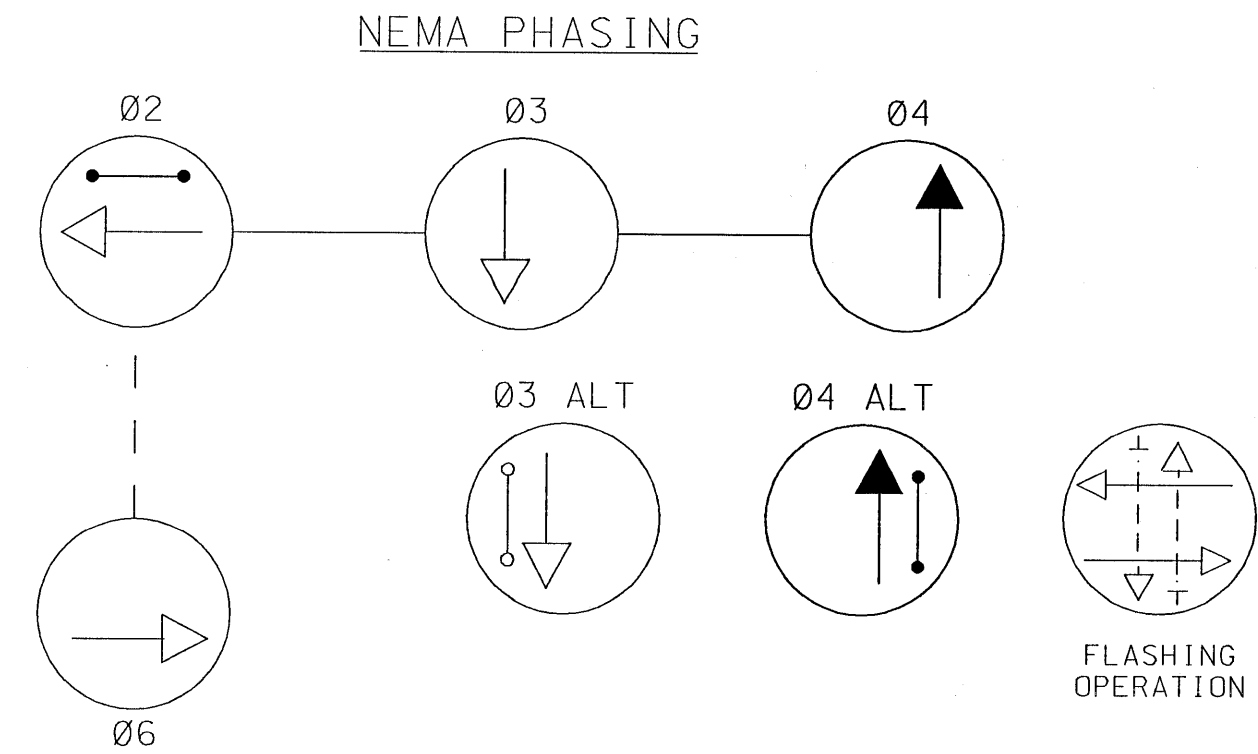
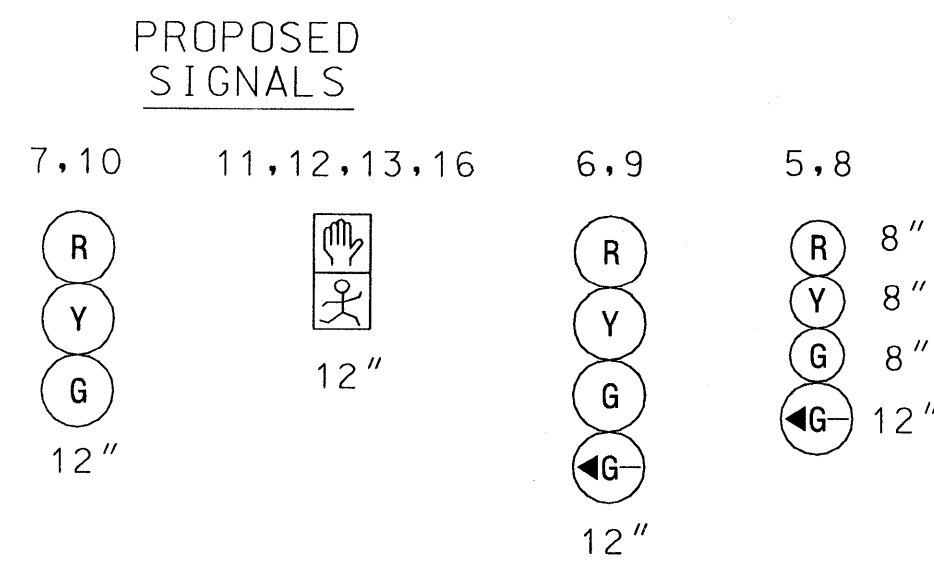
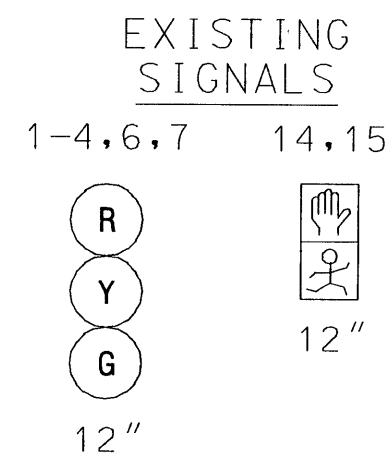
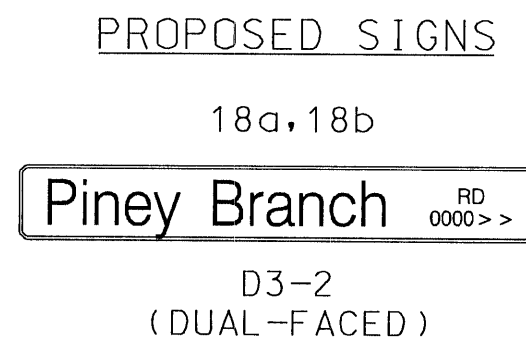


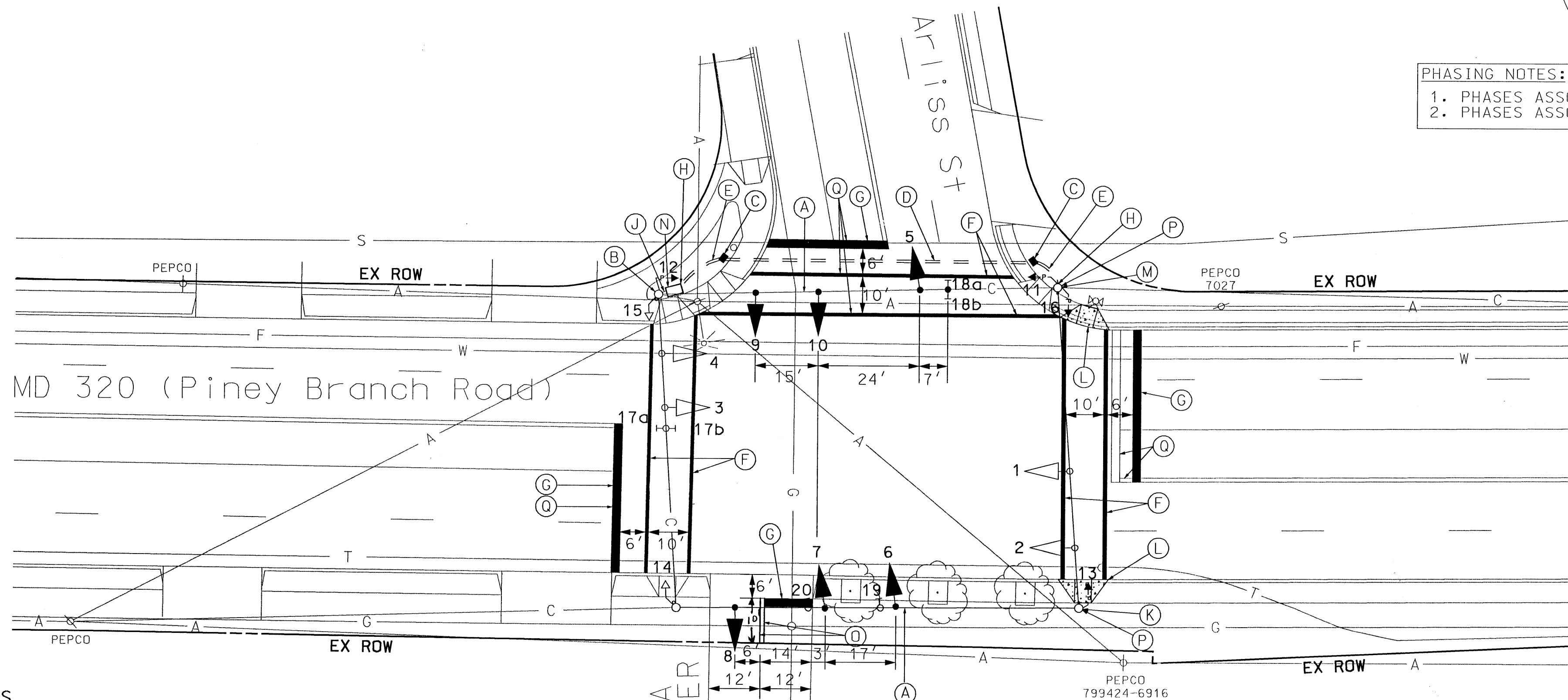
MD 320 IS ASSUMED TO RUN
IN A NORTH/SOUTH DIRECTION



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

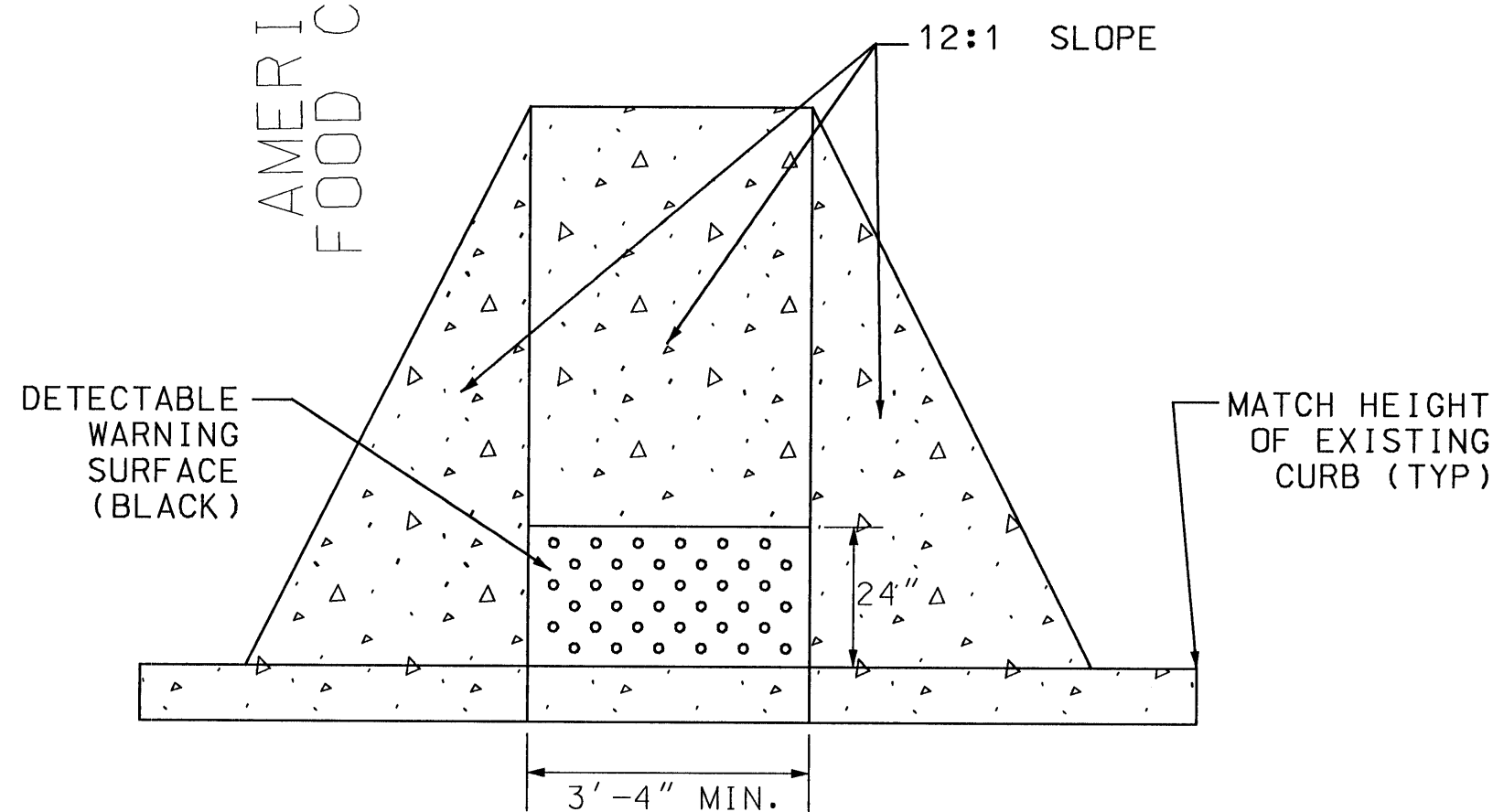
TO WASHINGTON, DC



TO NEW HAMPSHIRE AVE

CONSTRUCTION DETAILS

- REMOVE EXISTING VEHICULAR TRAFFIC SIGNAL HEADS AND INSTALL VEHICULAR TRAFFIC SIGNAL HEADS AND SIGNS ON EXISTING SPAN WIRE AS SHOWN (BLACK FACE).
- INSTALL PEDESTRIAN TRAFFIC SIGNAL HEAD ON EXISTING SIGNAL POLE AS SHOWN.
- INSTALL HANDHOLE.
- INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - BORED.
- INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL 12" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK).
- INSTALL 24" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (STOP LINE).
- INSTALL 4" PVC 90 DEGREE CONDUIT BEND IN EXISTING BASE.
- USE EXISTING CONDUIT.
- INSTALL PEDESTRIAN TRAFFIC SIGNAL HEAD, PUSHBUTTON AND SIGN ON EXISTING SIGNAL POLE AS SHOWN.
- REMOVE PORTIONS OF EXISTING CURB, GUTTER AND SIDEWALK TO ACCOMMODATE PROPOSED PEDESTRIAN RAMP. INSTALL CONCRETE PEDESTRIAN RAMP AND DEPRESSED CURB AND GUTTER AS SHOWN. INSTALL DETECTABLE WARNING SURFACE. (SEE DETAIL)
- INSTALL TWO-WAY PEDESTRIAN TRAFFIC SIGNAL HEAD, PUSHBUTTON AND SIGN ON EXISTING SIGNAL POLE AS SHOWN.
- USE EXISTING CONTROLLER.
- INSTALL 5" YELLOW LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS.
- INSTALL WEATHERHEAD.
- REMOVE EXISTING PAVEMENT MARKINGS.



GENERAL NOTES

1. THE CONTRACTOR MUST VERIFY THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLATION OF ANY SIGNAL EQUIPMENT.
2. CONTRACTOR MUST VERIFY THE LOCATION OF ALL PROPOSED AND EXISTING UTILITIES PRIOR TO ANY WORK.
3. CONDUITS MUST BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. THE CONTRACTOR SHALL LOCATE THE EXISTING STOPLINES AND CROSSWALKS BEFORE REMOVAL TO ENSURE PROPER PLACEMENT OF PROPOSED MARKINGS.
5. PAVEMENT MARKINGS DETAILED ARE TO BE INSTALLED BY THE CONTRACTOR AS PER MARYLAND STATE HIGHWAY ADMINISTRATION STANDARDS.
6. REMOVE ALL UNUSED CABLE FROM WORK SITE.
7. THE EXISTING SIGNAL SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND FOR PROPERLY LABELING EACH CABLE.
9. PEDESTRIAN RAMPS ARE TO BE INSTALLED BY THE CONTRACTOR PER MARYLAND SHA STANDARDS AND SHALL BE ADA COMPLIANT.
10. THE CONTRACTOR SHALL MATCH THE HEIGHT OF PROPOSED CURBS AND SIDEWALKS WITH EXISTING CONDITIONS.
11. THE CONTRACTOR IS RESPONSIBLE FOR TRIMMING ALL TREE BRANCHES THAT OBSTRUCT THE VIEW OF TRAFFIC SIGNAL HEADS.

UTILITY LEGEND

— G — G — GAS MAIN
— W — W — WATER MAIN
— S — S — SEWER MAIN
— E — E — ELECTRIC CABLES
— A — A — AERIAL CABLES
— T — T — TELEPHONE CABLES
— C — C — COMMUNICATION CABLES
— F — F — FIBER OPTIC CABLES

MCV
ASSOCIATES
INC.

ALEXANDRIA, VA.
TEL. (703) 914-4850
FAX. (703) 914-4851

RK
&K

RUMMEL, KLEPPER
& KAHL, LLP

CONSULTING ENGINEERS
81 MOSHER STREET
BALTIMORE, MARYLAND 21217
TEL: (410) 728-2900 FAX: (410) 728-3160

REVISIONS	
① ADD A SIGNAL PHASE, PEDESTRIAN SIGNALS AND NORTHLEG CROSSWALK	
SHA NO. AT2885185	07-01-2003
SRM	W. M. D. 2.2

APPROVALS	
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION	
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION	
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
DIRECTOR, TRAFFIC & SAFETY	



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION
MD 320 (PINEY BRANCH ROAD) AND ARLISS STREET/
ENTRANCE TO THE AMERICANA FOOD CENTER
TAKOMA PARK, MARYLAND

DRAWN BY: G.D.S.	F.A.P. NO. 4260A	TS NO. 4260A	SHEET NO. 1 OF 2
CHECKED BY: W.S.W.	S.H.A. NO. 4260A		
SCALE: 1" = 20'	COUNTY: MONTGOMERY	T.I.M.S. NO. F619	
DATE: 7-18-75	LOG MILE: 150320001.77		